

TOWN PLANNING BOARD

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**Summary of Findings and Recommendations of the
District Study for Yau Ma Tei and Mong Kok**

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PURPOSE

This paper sets out the summary of findings and recommendations of the District Study for Yau Ma Tei and Mong Kok Districts (the Study) commissioned by the Urban Renewal Authority (URA), and gives a brief account on the intended way forward.

OBJECTIVES OF THE STUDY

2. The Study covers the Yau Ma Tei and Mong Kok (YM) districts with an area of about 212 ha (map at **Appendix A**). Through a district-based approach to urban renewal, the main objective is to map out a blueprint for restructuring and regenerating the old districts to enhance land use efficiency and optimise redevelopment potential. With a view to incentivizing market participation, new urban renewal strategies involving both URA and the private sector as well as institutional and implementation mechanisms are formulated for adoption in YM as well as other districts if appropriate.

FINDINGS FROM THE STUDY

3. The Study is divided into three parts. The first part is a baseline review and data analysis¹; the second part comprises studies on specific topics including implementation mechanisms; and the third part is the formulation of the Master Renewal Concept Plans (MRCPs) and recommendations. A simplified diagram showing the study process is in **Appendix B**.

¹ The comprehensive baseline review covered various aspects which included physical attributes (e.g. building age and condition, density review, environmental and infrastructural capacities), urban issues, existing control mechanisms, renewal and restructuring opportunities as well as the concerns of the Yau Tsim Mong District Council in the past 5 years.

High Population Density and Congested Space

4. The population and density within the Study Area are the highest amongst the 18 districts in Hong Kong (180 persons / 1,000m², which is six times the territory-wide average) with only 18.7m² living space per person (compared to the territorial median of 21.4m²)². Roads occupy more than 40% of the land area. There is a general lack of parking provision in the Study Area with serious illegal parking problem in inner streets. The traffic network within the Area is busy, with four of the 34 major road junctions having exceeded the reserve capacity and another six approaching their full capacity. Also, there is an acute shortfall of public open space (19 ha) compared to the current planning standards.

Urban Decay with Slow Redevelopment Momentum

5. Of the 3 350 existing buildings within the Study Area, about 65% are aged ≥ 50 years. Of which, 47% are in dilapidated conditions, and 37% are “Three-Nil Buildings”³. By 2047, about 80% of the building stock will be ≥ 70 years. It is projected that the production of new residential units would lag far behind the mass ageing of existing building blocks.

6. Redevelopment momentum in the Study Area has been slow, with only 53 occupation permits (for domestic and composite buildings) issued in the past 20 years. Residual gross floor area (GFA)⁴ is only about 7%, which is scattered around the Study Area among small lots. Over 800 buildings are classified as having nil or negative redevelopment potential⁵.

MASTER URBAN RENEWAL CONCEPT PLANS (MRCPs)

7. The planning vision of the Study is to “regenerate Yau Mong into a livable, sustainable, diverse and vibrant metropolitan hub while reinforcing it

² According to C&SD 2016 By-census, the median living space per capita is about 161ft² (15m²), which is in terms of internal floor area (IFA). Applying an efficiency ratio of 70%, the IFA is converted to GFA, resulting in a figure of 21.4m².

³ “Three-Nil Buildings” refer to buildings which do not have owners’ corporations or any form of residents’ organizations, or do not engage property management companies in managing their buildings.

⁴ Residual GFA or plot ratio (PR) is the difference between of the maximum GFA/PR permitted under the Outline Zoning Plan (OZP) (or Building (Planning) Regulations, whichever is the lesser) and the bulk of the existing building.

⁵ This includes some 400 buildings with PR already exceeding the OZP/Building (Planning) Regulations permissible level, and some 400 buildings with PR equaling to the OZP permissible level.

as an area representing the rich local and cultural heritage of Hong Kong”. The whole Study Area is divided into five Urban Renewal Opportunity Areas (UROAs) with the following place-making themes:

Mong Kok – Exuberant Commercial District

- (a) Mong Kok East (MKE): to strengthen the unique commercial vibrancy and identity of MKE into a “walkable entertainment and shopping destination”.
- (b) Mong Kok West (MKW): to reinforce the mixed-use characteristics of the neighbourhood through strengthening commercial/retail uses along Argyle Street as an extension of the MKE shopping network and sense of community towards the south to create a distinct “leisure commercial and mixed-use community”.

Tai Kok Tsui – Park-side Community

- (c) Tai Kok Tsui/Prince Edward (TKT/PE): to phase out traditional industrial uses, promote integrated community developments and green spaces to improve the living environment of the TKT/PE area as a “park side green community”.

Yau Ma Tei – Living Heritage

- (d) Yau Ma Tei North (YMTN): to embrace the extensive heritage assets in the YMTN area and further enrich the strong historic and cultural characteristics to create a “conservation and cultural destination”.
- (e) Yau Ma Tei South (YMTS): to create a unique “multi-functional urban hub” with new commercial and mixed-use functions serving as an extension of the new West Kowloon development.

8. Three sets of MRCPs, “+”, “0” and “-”, are developed with varying development intensity, design population and resource implications. The “+” scenario envisions growth and livability, focusing on steering economic growth, and is designed to generate an increase in GFA (but leans more on non-domestic GFA) within the limits of infrastructure and planning capacity. The “-” scenario aspires to create a livable city with major restructuring and population thin-out, requiring higher level of Government initiatives. The “0” scenario lies in the middle ground and seeks to maintain existing permissible level of development under the Outline Zoning Plan (OZP) with improvement in livability. The design population is capped at the existing level (213 000)

and ranges from 150 000 (30% decrease) to 213 000. The key assumptions adopted are summarized in **Appendix C**.

9. While the design population and development density may vary, all three MRCPs generally follow a similar planning, design and place-making framework resulting in a scalable network or hierarchy of nodes, corridors and planes. The proposed nodes and overall land use strategy would correspond to the place-making themes as outlined in paragraph 7 (map at **Appendix D**).

10. The implementation of the MRCPs would be dependent on resource availability. As a first step, URA will adopt MRCP “+” in its early projects. With the readiness of new land supply in the future rendering it possible to thin out the population in the Study Area, the development model would be gradually shifted to the “0” or “-” scenario.

Development Nodes (DNs)

11. Under the broad thematic framework of the UROAs, five DN (map at **Appendix E**) are proposed. They are located at strategic locations, highly accessible and within walking distance from MTR stations. Taking into account existing and proposed infrastructure capacity and with suitable improvements as necessary, the DNs are planned as anchor developments serving as catalyst to trigger regeneration of the surrounding area. They are sizeable high density and high-rise district landmarks and focal points for the district where socio-economic activities and people conglomerate. They also offer solution spaces with generous provision of open space (a minimum 30% of development site area), transport hub and public car parks in promoting a park and walk (“Park n’ Walk”) concept to the inner areas.

12. Each of the five DNs is designed with a distinctive theme. Subject to the MRCP scenario chosen, the proposed size, density, and in some cases the physical form, may vary. The five DNs are –

- (a) **Nullah Road Urban Waterway in MKE:** It is proposed to turn the existing nullah at Flower Street Path into a waterway for public enjoyment, with a sizeable Waterway Park, a reconfigured Boundary Street Recreation Ground and a new GIC complex on the Boundary Street frontage. The park, coupled with revitalization of Flower Market Road and the preservation of Tong Laus at Prince Edward Road

West (PERW), will regenerate the Flower Market vicinity into a hub of the area, offering a recreational and leisure outlet amid the hustle and bustle of Mong Kok. The waterway will be extended across PERW to Nathan Road with commercial (high-rise development and low-rise strip) and residential development on both sides to further promote vibrancy and synergy along existing character streets.

- (b) **Argyle Street Commercial/Integration Hub in MKE:** A comprehensive mixed-use development with a sizeable open plaza fronting Argyle Street is proposed at the gateway of MKE. The development is well located at the converging point of at-grade character streets (Tung Choi Street and Fa Yuen Street), elevated walkway (Mong Kok Road Footbridge) as well as Mong Kok East and Mong Kok MTR Stations, facilitating pedestrian connectivity and walkability.
- (c) **Mong Kok Market Revitalization in MKW:** At the western entry of Mong Kok near Langham Place, a new destination for locals and visitors will be created, with the consolidation of the existing on-street market stalls into a special “Market Hall” while retaining the “street-form” configuration and integrating with other retail and food and beverages functions. An undulating, sizeable open space (1.8 ha), with mixed uses of residential and commercial developments will be provided on top of the podium. The market hall architecture, creating a “Market in the Park” ambience, will transform this old urban area into a new leisure and community landmark and a tourist destination.
- (d) **Yau Ma Tei Fruit Market (YMTFM) in YMTN:** Given the high historic, cultural and architectural values of YMTFM, it is proposed to revitalize this heritage site into a tourist attraction node while preserving its special values. The existing wholesale operations are proposed to be relocated to the lower levels of a new Multi-Storey Building with topside commercial development at the adjoining Hau Cheung Street. The YMTFM will be preserved with fruit-retailing and other tourism-related uses, complementing by a new boutique hotel, open space and art and cultural uses to the south.
- (e) **West Kowloon Gateway in YMTS:** At the south-western gateway where the West Kowloon Terminus, Austin MTR Station and the various railway lines converge, a major development node with cluster of Super Grade A offices, mixed uses (retail, hotel, arts and cultural uses) and residential components is proposed. Series of sizeable and attractive open space together with a public transport interchange and

convenient pedestrian passageways will be provided, forming a popular gathering place. The new iconic landmark development will serve as an extension from West Kowloon and Tsim Sha Tsui.

Street Consolidation Areas (SCAs)

13. The road layout in the Study Area was based on a grid system with a relatively high percentage (40%) of road space. With rationalization of the road network, the Study has identified a number of roads for closure for pedestrian and open space use. Adjoining small street blocks are amalgamated to form more cohesive redevelopment sites, which could be used for both affordable housing and private residential/mixed use developments. The identified SCAs, falling outside the proposed DNs, are indicated on the map at **Appendix F**.

14. Within the SCAs, developments will be developed comprehensively or, the SCA will be carved into smaller land parcels for holistic development. The road closure area will be included into the development site for GFA calculation, thus providing incentive for private participation in urban renewal. SCAs are expected to achieve the following gains:

- (a) avoid piecemeal developments, thus enabling better urban restructuring;
- (b) reduce road space for better site utilization, but maintain the grid pattern for better air ventilation, increasing open space and pedestrian corridors; and
- (c) increase redevelopment potential by including the road closure area for GFA calculation.

15. The identification of SCAs is largely based on road closure and urban decay considerations. The overall traffic and transport network will not be adversely affected. The amount of open space generated by this method is in the order of 5.44 ha.

Other Special Design/Community Areas

16. Apart from DNs and SCAs, the Study has identified several special areas (see **Appendix G**) which are of a smaller scale but contain unique

characteristics for development / revitalization to add to the diversity of YM districts, with the more notable ones set out below –

- (a) **Tai Kok Tsui Activity Node (AN):** The proposal is to relocate the existing Anchor Street Sewage Pumping Station for upgrading works, while the current site could be released for comprehensive redevelopment together with the adjoining New Kowloon Plaza and nearby aged buildings to form a larger mixed-use community/commercial hub serving the neighbourhood. The AN is proposed in MRCP “+” only.
- (b) **Youth Cultural Place in Mong Kok:** Synergizing with URA’s 618 Shanghai Street project, a strip of buildings in its vicinity is proposed to be redeveloped as a youth cultural place with mixed uses for co-working / co-living and arts and cultural event spaces catering for youths.
- (c) **Cultural Belt / Civic Node in Yau Ma Tei:** Reorganizing the series of government sites along Kansu Street to create a celebrated “cultural belt” centering at Yung Shue Tau (Ting Hau Temple) at the heart of Yau Ma Tei. A new architectural iconic building will be constructed at the ex-multi-storey carpark site consolidating nearby civic uses including a new “Jade Market Hall”, cooked food hawker bazaar, government offices, community hall etc., and a system of open spaces synergizing with Temple Street Night Market, heritage sites and SCA in the vicinity.
- (d) **Heritage Destinations:** Buildings of historical or architectural significance are identified in the Study. Proposals have also been made to turn the Hi Lung Lane area into a low-rise cluster, mimicking the Pak Sha Road area in Causeway Bay providing outlets for mixed uses. A heritage trail connecting these heritage buildings and sites, coupled with the revitalization of the YMTFM nearby, will form a unique tourism and cultural destination for the district.
- (e) **Character Streets:** The existing Flower Market Road, Tung Choi Street, Fa Yuen Street and Temple Street are key attributes to the unique identity of YM. To sustain the future growth and evolution of these character streets, planning and design guidelines are proposed which include footpath widening, signage, part-time pedestrianization and rezoning adjoining areas for mixed uses to encourage flexibility for commercial uses and vibrancy through future redevelopment.

Other Key Proposals

17. The Study has proposed that some areas may be rezoned from residential to mixed uses “Other Specified Use (Mixed Uses)” (“OU(MU)”) ⁶ to allow flexibility according to market needs and increase redevelopment potential. Other key proposals include:

- (a) increasing the plot ratio (PR) for the Nathan Road commercial spine from 12 to 15,
- (b) rezoning a portion of Argyle Street to the west of Nathan Road to “Commercial” (with PR 15), and
- (c) rezoning Jordan Road (as “High Street”) and the Character Streets to “OU(MU)”;

so as to strengthen the function of Yau Mong as a metropolitan hub in Hong Kong.

Open Space

18. A comprehensive and interconnected open space network is proposed through the creation of new urban parks or expansion of existing parks, integrated provision within DN (minimum 30% of development area) and other designated redevelopment sites, selected road closure or building setback for open space corridors, and face lifting of existing parks. With the planned provision of open space (“O”) for MRCP “+” and “0” based on a standard of 2.5m² per person while that for “-” is 3.5m² per person, the overall provision of “O” for MRCP “+”, “0” and “-” is in the order of 48ha, 43ha and 45ha respectively. Major components (plan in **Appendix H**) include:

- (a) urban waterway and Green Link⁷ will become two essential open

⁶ According to TPB Guidelines No. 42, the “OU(MU)” is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs.

⁷ The proposed Urban Waterway is created by reopening the nullah running from the existing Nullah Road to Flower Market Path plus integrated landscape design on both sides, while the proposed GreenLink will run along Ferry Street with re-profiling of the Cherry Street Park to form a major green spine from West Kowloon to Tai Kok Tsui.

space spines in the district, creating a strong inter-district open space “North-South axis”;

- (b) various open space features of unique themes such as Waterway Park, Central Urban Park, Nano Park system⁸, Heritage Park, as well as integrated open space within DNs shall form major attraction points along this axis;
- (c) six east-west running green corridors/linear parks could also further synergize with other local parks, Nano Park system and major character streets within the district to promote vibrancy and connectivity;
- (d) setbacks are proposed along Waterloo Road and Dundas Street to turn these major roads into green boulevards; and
- (e) a GreenLink is proposed in the west to link up with the pedestrian facilities at Central Kowloon Route and West Kowloon Terminus Landscape Deck to form an elevated pedestrian network connecting the West Kowloon to Tai Kok Tsui and Mong Kok and, at suitable locations, providing improved connections with the old areas in the east.

Government, Institution or Community (G/IC) Uses

19. Adequate G/IC facilities will be provided in all planned redevelopment sites in accordance with the requirements under the Hong Kong Planning Standards and Guidelines and Government departments’ requirements in particular the elderly facilities, and all the affected facilities will also be suitably reprovisioned.

Affordable Housing

20. At present, there is only a small proportion of public housing in the Study Area. From the sites within SCAs, URA would identify suitable sites for affordable housing in the form of Starter Homes. These sites all share

⁸ The Nano Park system is to create a new open space system through upgrading the small, isolated open spaces typical to dense urban setting in MKW as well as integrating new parks upon future redevelopment. Appealing and distinctive design language will be applied to unify the style, colour scheme or other creative components, with differentiation through cohesive programming or theming. The aim is to create a distinctive park system to promote all inclusive, intergenerational and adaptive uses within the compact environment.

convenient access to public transport and are located close to G/IC facilities. The actual provision will be subject to resource availability, technical feasibility and Government policy directives.

Traffic and Walkability (plan in Appendix I)

21. The Study has the following proposals to address the traffic and walkability issues:

- (a) Road Pattern – Changes to the existing road pattern are proposed, including road closure and full-time/ part-time pedestrianization of selected character streets. Such proposals (about 20% of local roads) will reduce vehicular movement and improve overall walkability within the district;
- (b) “Park n’ Walk” Concept – Large-scale underground public car parks are proposed at DNs and other large development sites (see **Appendix J**), to encourage visitors or residents to park their cars and walk into the inner streets through the comprehensive pedestrian network. Smart mobility initiatives such as automated parking system are proposed to enhance spatial efficiency; and
- (c) Walkability Strategies – Measures such as footpath widening, building setbacks, facelifting of selected back alleys, new pedestrian subways, elevated walkways, internal passageways and pedestrianization of streets are proposed to enhance walkability. Open spaces are integrated as a key component of public realm, forming essential walkability networks.

Urban Design/Place Making and Smart City Initiatives

22. To enhance the urban townscape, the Study also proposes the following:

- (a) Retention of most parts of the grid system of the Study Area to reflect the heritage value and uphold the associated benefits (e.g. in form of open space after road closure, visual and air ventilation corridors and non-building areas).
- (b) Nodal developments are proposed at strategic locations to form a

new/rhythmic skyline, exhibiting new and iconic form of architectural landmarks for visual interests. Different height bands ranging from low-rise cluster to punctuations at DNs are introduced (plan at **Appendix K**). A higher height profile will provide opportunities for more open spaces, both at grade and at multiple levels, for public enjoyment.

- (c) Key visual corridors will be maintained with additional open space to serve as visual relief, enhance air ventilation and wind permeability (see plan at **Appendix L**).
- (d) A well-defined open space network serves as a key urban design initiative. With a clear hierarchy for better interconnectivity, it will be a comprehensive public realm network, providing place-making impact as well as more leisure and green space for public enjoyment.
- (e) Series of ‘Quick-win’ initiatives such as face-lifting of selected back alleys, pedestrian facilities and spaces under-the-flyover, together with those existing small, scattered open spaces in MKW to form a new “Nano Park” system, as well as branding of YMT Heritage Trail linking up various interest points will bring more immediate benefits and place-making improvements to the Study Area.
- (f) Adoption of smart city initiatives, wherever applicable, to enhance infrastructure capacity, mobility, general environment and building design with a view to achieving a sustainable, green and resilient urban environment and improve overall livability.

5R Considerations

23. The Study also explores the opportunities for adopting the 5R initiatives, i.e. redevelopment, rehabilitation/ retrofit, preservation and revitalization, to address various issues and to regenerate and restructure the old urban area. In selecting a redevelopment project, opportunities for other initiatives in the surrounding area will also be explored so that 5Rs for an area can be taken as a whole.

Public Gains upon Full Development

24. The implementation of either one of the three versions of MRCP would go a long way to solve the urban decay problem in the Study Area. Upon full

implementation of the MRCP, the development potential with the Study Area would be optimized with the following public gains (the exact magnitude depending on the MRCP option adopted) –

- (a) increase living space per person from 18m² to 22m² - 26m²;
- (b) increase open space provision from the existing shortfall of 19ha to surplus of 3ha to 8 ha;
- (c) provision of more G/IC facilities and some affordable housing in the form of Starter Homes;
- (d) bring about economic benefits, both tangible and intangible;
- (e) increase in job opportunities by creation of new development nodes;
- (f) reduce road space (by 21% to 22%) thus improving walkability and the environment;
- (g) improve traffic condition and walkability; and
- (h) enhance environmental quality and livability through “Park n’ Walk” concept, smart city initiatives, green buildings and permeable design.

PROPOSED PLANNING TOOLS

25. The findings of the baseline review suggest that the existing urban renewal model in high density districts with serious urban decay is not sustainable nor financially viable. New planning tools have to be introduced to enhance financial viability and induce private sector participation in order to step up the urban renewal momentum. Planning tools proposed with initial comments from the Government incorporated are set out in ensuing paragraphs.

Transfer of Plot Ratio (TPR)

26. The concept of TPR generally refers to transfer of development rights⁹

⁹ Development right is defined as the maximum PR/GFA permitted under the extant OZP, assuming development restrictions, if any, under lease could be appropriately modified.

of site(s) curtailed by planning action (referred to as “sending sites”(SS))¹⁰ or sites with very limited redevelopment potential to site(s) where growth or increase in intensity is intended (referred to as “receiving sites”(RS)). In the Study Area, there are over 400 building blocks which have an existing PR equal to and 400 building blocks exceeding the maximum permissible level under the OZP and/or Building (Planning) Regulations (B(P)R). In-situ redevelopment of such building blocks is not financially attractive or viable under the existing mechanism. TPR allowing the transfer of GFA from SS to RS will increase the redevelopment potential and facilitate urban restructuring.

27. Specifically, the idea is to identify SS and RS on the MRCPs. Sizeable designated redevelopment sites at strategic locations are generally upzoned to allow greater development intensity and identified as RS (e.g. DN and AN). The SS are normally those sites to be downzoned and intended for conversion into open spaces, preservation sites, areas of special design or in a few cases G/IC uses. The promulgation of identified SS and RS in a “linked sites” approach would incentivize the lot owners holding the set of SS and RS to come forward with redevelopment plans. In other words, a lot owner holding a SS to be downzoned is invited to consider redevelopment with a RS to be upzoned. For the MRCP “+” scenario, the development parameters of DN and AN have already taken account of the residual GFA from SS. The zoning amendments involving the RS and SS would be subject to the approval of the Town Planning Board (TPB).

28. In order to allow greater flexibility to the market and release more redevelopment potential, undesignated sites meeting certain pre-defined criteria could also be regarded as SS and RS. Criteria for SS could include small and isolated building sites, buildings with PR already exceeded the OZP and the B(P)R, size and age etc. to be worked out separately. Criteria for RS could include sites at strategic locations near transport nodes. Whether GFA of these SS could be so transferred to RS would be subject to eventual planning application to the TPB.

29. The Study recommends designating the RS and SS on the statutory OZP in accordance with the MRCP as it would provide certainty to the market and avoid unintended development. The Administration’s current intention

¹⁰ In the context of the MRCP, SS would include sites downzoned from a development zone to “open space” and “G/IC”, buildings earmarked for preservation purpose, sites with small and isolated buildings, buildings with GFA exceeding OZP level, and sites with PR reduced by planning action.

is to promulgate both the designated and undesignated RS and SS in the form of TPB guidelines for reference by the development sector. Zoning amendment or planning application would be required when developers come forward with redevelopment proposals for the SS and RS. This would give greater flexibility for accommodating refinements proposed by the project proponents and avoid abortive work.

Site Amalgamation under SCA

30. Under the proposed SCA concept in paragraphs 13 to 15 above, each SCA is to be carved out into land parcels and the GFA generated from the road space will be distributed to the land parcels on a pro rata basis. In return for the PR gain, the Study proposes the developers should contribute to finance future renewal work for the respective SCA, such as road closure and construction of open space. The road will remain in the interim as a pedestrian street, providing right of way or emergency vehicular access to the existing buildings to be redeveloped at a later stage, and will be closed and developed into a permanent open space upon full development.

31. The SCA concept could be taken forward by making use of the existing “Comprehensive Development Area” or the tailor-made land use zoning “Other Specified Use” on the statutory OZPs, with implementation to be guided by planning briefs indicating the proposed planning, design, transport, environment and other requirements.

Flexible Use of Planning and Building Mechanisms

32. The Study has proposed to allow more flexibility for interchangeability between domestic and non-domestic PR so long as the overall PR is kept within the OZP permissible limit. On existing Kowloon OZPs, in general, within the “Residential (Group A)” zone, the maximum PR for the building upon development and/or redevelopment is fixed at 7.5 for a domestic building or 9.0 for a composite building, or the existing bulk, whichever is the greater. To increase flexibility and to cater for market change, there is a case for relaxing the PRs for domestic use while still maintaining the overall cap of PR permitted under the OZP¹¹.

¹¹ For example, in the case of inner streets where non-domestic GFA is mostly provided on the ground floor and cannot maximize the non-domestic PR permitted, allowing higher domestic PR such that more domestic GFA can be provided will incentivize redevelopment and increase flat supply.

Bonus PR and/or Building Concession for Specific Objectives

33. The Study has also proposed the Building Authority to extend the GFA bonus or concession, as the case may be, as incentive to encourage the realization of specific objectives conducive to urban planning. Such objectives may include the provision of open space above the requirement by Government, site amalgamation and good designs for improving the overall environment and for enhancing connectivity, e.g. passageway, sunken plaza, Sky Park and colonnade design etc.

TECHNICAL ASSESSMENTS

34. Broad technical assessments such as traffic, environment, sewerage, water supply, utilities and infrastructure, landscape and visual, and heritage impact etc. have been undertaken. While no major insurmountable technical problems are envisaged at the macro level, the increase in development intensity under the MRCP “+” scenario would require certain public works and infrastructure upgrade, including traffic/junction improvements and upgrading of existing sewerage infrastructure in the longer term. Implementation of individual developments and projects, by URA or private developers, would be subject to further detailed assessments, where appropriate.

PUBLIC CONSULTATION

35. The Administration together with URA briefed the Legislative Council Panel on Development on the findings and recommendations of the Study on 28.9.2021. Consultation with Hong Kong Institute of Architects (HKIA), Hong Kong Institute of Surveyors (HKIS), Hong Kong Institute of Planners (HKIP), Real Estate Developers Association of Hong Kong (REDA), Yau Tsim Mong District Council (YTMDC), Hong Kong Institute of Urban Design (HKIUD) and Institution of Civil Engineers (ICEHK) were held on 15.10.2021, 25.10.2021, 26.10.2021, 10.11.2021 30.11.2021, 1.12.2021 and 18.12.2021 respectively.

36. In general, the majority of the consultees supported the various MRCP proposals and the new mechanisms. HKIP, on the other hand, raised concern on the increase in development intensity under MRCP “+”, which was not in line with the strategic planning framework of 2030+. They are skeptical about

the lack of control on flat size to cap the population level. They considered TPR should be deployed to the New Development Areas to facilitate thinning out in the urban area, and called for wider application of rehabilitation and review of the current compensation policies (i.e. HPA of a notional 7-year old flat).

37. Other consultees are mostly concerned with the implementation aspects of the MRCPs and urged for early amendments to the relevant OZPs to incorporate the MRCP proposals. The new mechanisms, namely, TPR, SCA and interchangeability between domestic and non-domestic PR are supported, which should be applied to other districts to encourage private participations and speed up urban renewal. The consultees, REDA in particular, all called for simple planning and land procedures in implementing the new mechanisms.

WAY FORWARD

38. With the benefit of views received, URA will:

- (a) further discuss with the Administration and flesh out the implementation details bearing in mind the need to incentivize more proactive market participation in urban renewal, including –
 - (i) drawing up criteria and requirements for TPR, which will be set out in TPB Guidelines to guide eventual submissions to TPB;
 - (ii) defining the scope of the first batch of OZP amendments which tentatively include increasing PR from 12 to 15 for commercial spine along Nathan Road, rezoning Character Streets to “OU(MU)”, and interchangeability between domestic and non-domestic PR in “R(A)” and “R(E)” zones;
 - (iii) selecting a few SCAs for preparation of planning briefs and OZP amendments;
 - (iv) carrying out review of the technical assessments conducted in the Study to support the OZP amendments; and
 - (v) working out details for bonus PR and/or building concession under the building regime for encouraging the realization of specific objectives conducive to urban planning such as the delivery of open space;

- (b) identify and initiate early projects from the MRCP proposals for implementation by URA. For large-scale redevelopment to be spearheaded by URA, undertake further technical review at detailed design stage, sort out issues such as decanting and rehousing as appropriate and consult District Council at project implementation stage, similar to that of other redevelopment projects undertaken by URA; and
- (c) where appropriate, URA will apply the new planning tools in other renewal projects outside the Study Area.

CONCLUSION

39. Urban renewal is not solely the work of URA alone. Implementation of the MRCP would require the participation of the private sector. With increase in development potential and application of the new planning tools, the proposed urban restructuring brought by the MRCPs will energize the market in undertaking urban renewal work and bring about economic benefits to the area. As a start, URA will work basing on MRCP “+” and, subject to resource availability and land supply situation, gradually move to the “0” or “-” scenario as an ultimate goal.

40. The Study also recognizes that urban redevelopment is not the only solution to urban renewal. A well-defined comprehensive rehabilitation strategy to slow down urban decay and to extend building life span and improve serviceability is necessary to go hand in hand with the restructuring proposals under the MRCP. URA will continue with its 5R efforts to bring the planning vision for the districts to fruition.

URBAN RENEWAL AUTHORITY
JANUARY 2022